

AN ELEPHANT RIDE

The First Try on a Padded Animal
Is a Fearful Ordeal.

FEELS LIKE AN EARTHQUAKE.

And Remembers For a Time Trying to
Sit on a Steep Slanting Roof—The
Big Brutes Are Timid, and Little Pigs
and Quicksands Terrify Them.

Elephant riding is a thing that, like guessing people's names correctly, requires a good deal of practice. The first ride is a thing never to be forgotten, more especially if it happens to be on a pad elephant—that is to say, one that carries no howdah or seat of any kind except an immense, hard, lumpy mattress, which is fastened on by four large rough ropes, pulled as taut as man's strength can pull them. If there are two or three other persons already mounted you get a corner of this mattress to sit on and are told to hold on by the ropes.

Meanwhile the elephant is getting tired of kneeling and keeps making heaving motions unpleasantly suggestive of the sea. You strive wildly to get your fingers under one of the ropes and are asked impatiently if you are ready.

You do not feel at all ready or likely ever to be ready, for your seat is uncertain and slippery, and for the life of you you cannot get a fair hold on the rope.

Breaking your nails in a last desperate effort, you say feebly that you are ready, when with a sudden jerk, that seems to drag all your bones out of their sockets, you are tilted up on a steep slope, about as pleasant to sit on as the side of a slate roof.

But you have no time to enjoy the position, for there comes another foundering jerk that knocks your hat over your eyes and throws you violently against your next neighbor, after which you find your seat is level again, and it presently dawns upon you that this earthquake was, in truth, merely the elephant's customary way of rising. He is now slowly and solemnly stalking onward, as you are aware by feeling your spine rhythmically and soundlessly dislocated at each noiseless step.

At first it seems to you as odd that you should ever come to like riding an elephant, as that eels should come to like being skinned, and your friend's assurance that you will ere long be able to dispense with the aid of ropes and go on chatting and even smiling while that colossal upheaval takes place falls on the ear as an idle tale. Nevertheless it is the truth. Before

a week is over you hardly notice the getting up or the kneeling down. You rarely take hold of a rope, and you are indifferent to almost any angle of steepness. You learn to appreciate the restfulness of being on a colossus that will never stumble, never shy, never frolic and with whose guidance you have no more to do than you have with that of a ship at sea.

Even when an elephant is mutinous he is so in a solemn, well considered manner. He will not run away, though he will on occasion stride away, and a sufficient absurd sight it is, though not to those on his back.

I once saw an elephant try conclusions with his mahout and stride off defiantly in a wrong direction till the savage blows rained upon his head by the driver with his heavy iron hook made him change his tactics. He pulled up short and began rocking his body violently to and fro till first one rider and then another was sent flying until all were gone.

The sight of them strewing the ground around him and ruefully rubbing their bruises assuaged his anger. An elephantine smile lit up his rugged face, and he once more rendered cheerful obedience to his mahout.

Considering his strength and size, the elephant is a timorous beast. They are greatly alarmed by small pigs, and I have known an otherwise sensible elephant utterly routed by a litter of piglings scampering between his legs in thick grass jungle.

Now, a pigling can never have hurt an elephant. Therefore whence his fear? Can it be their latent powers of squealing?

Certain it is that pigs share with quicksands the power of terrifying an elephant. His reasons for fearing quicksands are weighty ones, and it is impossible not to sympathize with the huge beast's agony of terror when he finds himself on unsound ground.

A spot was pointed out to us along the river bank at Fyzabad, where a year ago an elephant had got into a quicksand and been lost.

All that could be done to save him was done, but the treacherous sand would not forego its victim. Four days he took to sink out of sight, and then nothing could be seen of him but the tip of his trunk, still piteously beckoning in vain for help. At last the cruel sand closed over that, and his last agony was ended.—St. Paul Pioneer-Press.

SKETCHING MARK TWAIN.

Cartoonist Ward Found the Humorist an Impatient Subject.

Many of the difficulties experienced by the cartoonist are related by Leslie Ward in his volume, "Forty Years of 'Spy.'" He writes as follows with reference to America's great humorist:

"Mark Twain was another subject who came under the category of the 'walkers.' I had a good deal of difficulty in getting hold of him, but when I eventually caught him at his hotel I found him decidedly impatient.

"Now you mustn't think I'm going to sit or stand for you," he told me, "for once I'm up I keep on the go."

"The whole time I watched him he paced the room like a caged animal, smoking a very large calabash pipe and telling amusing stories. The great humorist wore a white flannel suit and told me in the course of conversation that he had a dress suit made all in white that he wore at dinner parties. He had just taken his honorary degree at Oxford, and he wanted to put his gown on, but I preferred to 'do' him in the more characteristic and widely known garb. He struck me as being a very sensitive man, whose nervous pacings during my interview were the result of a highly strung temperament. The only pacifying influence seemed to be his enormous pipe, which he never ceased to smoke."

A TERROR OF THE SEAS.

This Fish Resembles a Torpedo and Is Just as Dangerous.

His shape resembles a torpedo, and his attack too. Fishermen and bathers in seas where he is found regard him as almost as deadly as the torpedo and far more common in peaceful waters. Fishermen and fish alike are enemy to him, and he will attack with a ferocity surpassing even the shark. He's called the barracuda.

His body is long and round, and his head pointed. His wide mouth bristles with large, sharp teeth. There are more than a dozen varieties scattered over the oceans, all of them fierce and hungry.

Sometimes they grow to a length of six to eight feet. These giants are the ones dreaded by the fishermen. Even when they have him fast on the end of a hook and line he's a veritable load of dynamite and will attack and bite and snap at the hands that are hauling him in.

Fishermen have to guard against poisoned flesh in the barracuda. Sometimes the big fish eats a poisonous kind of fish, which in turn poisons its own flesh. The barracuda's bite is regarded as poisonous in itself, and the wounds caused by the giant fish's teeth become inflamed and infected.—Philadelphia North American.

Forethought

People are learning that a little forethought often saves them a big expense. Here is an instance: E. W. Archer, Caldwell, Ohio, writes: "I do not believe that our family has been without Chamberlain's Colic, Cholera and Diarrhoea Remedy since we commenced keeping house years ago. When we go on an extended visit we take it with us." Obtainable everywhere. Adv.

Advertise in the Star.

Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employees, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employees for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion, and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:

1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employees are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.

The rates the railroads may charge the public for transportation are now largely fixed by this Government board.

Out of every dollar received by the railroads from the public nearly one-half is paid

directly to the employees as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.

The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employees, the owners of the railroads, and the public.

A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employees, now highly paid and constituting only one-fifth of all the employees, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

National Conference Committee of the Railways

ELISHA LEE, Chairman

P. R. ALBRIGHT, Gen'l Manager,

Atlantic Coast Line Railroad.

L. W. BALDWIN, Gen'l Manager,

Central of Georgia Railway.

G. L. BARDO, Gen'l Manager,

New York, New Haven & Hartford Railroad.

E. H. COLEMAN, Vice-President,

Southern Railway.

B. E. COTTER, Gen'l Manager,

Webster Railway.

P. E. CROWLEY, Asst. Vice-President,

New York Central Railroad.

G. H. EMERSON, Gen'l Manager,

Great Northern Railway.

C. H. EWING, Gen'l Manager,

Philadelphia & Reading Railway.

E. W. GRICE, Gen'l Supt. Transp.,

Chesapeake & Ohio Railway.

A. S. GREIG, Asst. to Masters,

St. Louis & San Francisco Railroad.

C. W. KOUNS, Gen'l Manager,

Atchafalpa, Topeka & Santa Fe Railway.

W. McMASTER, Gen'l Manager,

Wabash & Lake Erie Railroad.

N. D. MAHER, Vice-President,

Norfolk & Western Railway.

JAMES RUSSELL, Gen'l Manager,

Denver & Rio Grande Railroad.

A. M. SCHROYER, Resident Vice-Pres.,

Pennsylvania Lines West.

W. L. SEDDON, Vice-President,

Seaboard Air Line Railway.

A. J. STONE, Vice-President,

Erie Railroad.

G. S. WAID, Vice-Pres. & Gen'l Mgr.,

Success Central Lines.

STANDING COMMITTEES OF THE CITY COUNCIL

Finance—D. W. Tompkins, chairman; G. A. Nash, W. A. Knight.

Cemetery—J. T. Moore, chairman; D. E. McIver, H. A. Weathers.

Judiciary—J. M. Meffert, chairman; J. J. Gerig, D. E. McIver.

Street—D. E. McIver, chairman; D. W. Tompkins, W. A. Knight.

Fire—J. J. Gerig, chairman; J. M. Meffert, G. A. Nash.

Police—W. A. Knight, chairman; G. A. Nash, H. M. Weathers.

Market—H. M. Weathers, chairman; J. M. Meffert, J. J. Gerig.

Sanitary—H. A. Fausett, chairman; D. W. Tompkins, J. T. Moore.

Light and Water—G. A. Nash, chairman; D. W. Tompkins, J. M. Meffert.

Building—H. M. Weathers, chairman; H. A. Fausett, D. E. McIver.

Pure drugs, prompt service and no substitution in our PRESCRIPTION department. Tell your physician to leave yours with us. The Court Pharmacy.

PLUMBING AND ELECTRICAL CONTRACTING

When you have plumbing or electrical contracting let us furnish you estimates. No job too large and none too small. H. W. Tucker.

SEABOARD LOCAL SCHEDULE

Southbound

No. 9—Leaves Jacksonville 1:35 p. m.; Ocala 4:30 p. m.; arrives Tampa 7:50 p. m.

No. 1—Leaves Jacksonville 9:30 p. m.; Ocala 1:45 a. m.; arrives St. Petersburg 10 a. m.

No. 3—Leaves Jacksonville 9:15 a. m.; Ocala 12:40 p. m.; arrives St. Petersburg 8:05 p. m.

Northbound

No. 10—Leaves Tampa 1 p. m.; Ocala 4:12 p. m.; arrives Jacksonville 7:15 p. m.

No. 2—Leaves St. Petersburg 4:30 p. m.; Ocala 2:30 a. m.; arrives Jacksonville 6:45 a. m.

No. 4—Leaves Tampa 9 a. m.; Ocala 1 p. m.; arrives Jacksonville 5:25 p. m.

THE WINDSOR HOTEL

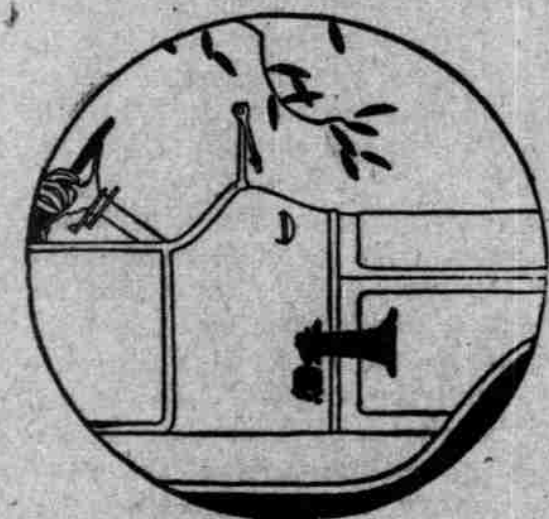
JACKSONVILLE FLORIDA



In the Heart of the city with Hemming Park for a front yard. Every modern convenience in each room. Dining room service is second to none.

RATES—From \$1.50 per day per person to \$6.00.

ROBERT M. MEYER, J. E. KAVANAUGH
Proprietor. Manager.



This is how it looks. To know what it does, ride in a car that has one. Ride in the country. See how it is heard half a mile or more ahead. Ride in the city. See how it gets instant attention and action always.

There is a
KLAXON
for every kind and size of car

KLAXON \$20
U. H. KLAXON . . . \$12
U. H. KLAXET . . . \$6
HAND KLAXONET . \$4

Klaxons are made only by the Lovell-McConnell Mfg. Co., Newark, N. J. Like all standard articles they are widely imitated. To be sure, find the Klaxon name-plate.

700,000 are in use.

Tucker's Garage

PHONE 439

West Broadway and North Main St.
OCALA, FLORIDA